

## Commercial.

## THIS DAY.

Share business may be described as practically suspended for the present, and until the return of the "leviathans" from Shanghai, who are, by the way, expected by the mail steamer to-morrow, there is little probability of any business of importance being put through. Banks are still weak this morning at 189 per cent. premium for cash, but money appears unusually tight and all enquiries are for time rates. Luzons are in renewed request, although, as far as we can ascertain, not a single share has changed hands, the stock appears to be in strong demand at 85 per share. Nothing else need be specially referred to.

4 o'clock p.m.

Since noon further sales of Banks have been made at 198 for the end of January. Union Insurance have changed hands at 620, and there are still buyers at that figure. Luzons have gone up to 89 without leading to business, and we heard that a small offer to buy at 90 was not responded to. Other stocks remain as per annexed list.

## SHARES.

Hongkong and Shanghai Bank—189 per cent. premium, sellers.  
Union Insurance Society of Canton—620 per share, sales and buyers.  
China Traders' Insurance Company—875 per share, buyers.  
North China Insurance—1,400 per share. Canton Insurance Company, Limited—1125 per share.  
Yangtze Insurance Association—1015 per share, sellers.  
Chinese Insurance Company—215 per share, sellers.  
On Tai Insurance Company, Limited—150 per share.  
Hongkong Fire Insurance Company—355 per share, buyers.  
China Fire Insurance Company—370 per share, sellers.  
Hongkong and Whampoa Dock Company—571 per cent. premium.  
Hongkong, Canton, and Macao Steamboat Co.—550 per share, premium, buyers.  
China and Manila Steam Ship Company—118 per share.  
Hongkong Gas Company—80 per share.  
Hongkong Hotel Company—150 per share, buyers.  
Indo-China Steam Navigation Company, Ltd.—China Sugar Refining Company, Limited—142 per share, buyers.  
China Sugar Refining Company (Debtors)—2 per cent. premium.  
Luzon Sugar Refining Company, Limited—85 per share, buyers.  
Hongkong Ice Company—155 per share, sellers.  
Hongkong and China Bakery Company, Limited—80 per share, buyers.  
Chinese Imperial Loan of 1878—11 per cent. prem. ex int.  
Chinese Imperial Loan of 1881—3 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. 4.63  
Bank Bills, on demand 4.71  
Bank Bills, at 30 days' sight 4.71  
Bank Bills, at 4 months' sight 4.71  
Credits, at 4 months' sight 4.71  
Documentary Bills, at 4 months' sight 4.71  
ON PARIS.—Bank, T. T. 4.63  
Bank Bills, on demand 4.71  
Bank Bills, at 30 days' sight 4.71  
Bank Bills, at 4 months' sight 4.71  
Credits, at 4 months' sight 4.71  
Documentary Bills, at 4 months' sight 4.71  
ON BOMBAY.—Bank, T. T. 225  
Bank Bills, on demand 225  
Bank Bills, at 30 days' sight 225  
Bank Bills, at 4 months' sight 225  
Credits, at 4 months' sight 225  
Documentary Bills, at 4 months' sight 225  
ON CALCUTTA.—Bank, T. T. 225  
Bank Bills, on demand 225  
Bank Bills, at 30 days' sight 225  
Bank Bills, at 4 months' sight 225  
Credits, at 4 months' sight 225  
Documentary Bills, at 4 months' sight 225  
ON SHANGHAI.—Bank, T. T. 721  
Bank Bills, on demand 721  
Bank Bills, at 30 days' sight 721  
Bank Bills, at 4 months' sight 721  
Credits, at 4 months' sight 721  
Documentary Bills, at 4 months' sight 721

## OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$535  
(Allowance, Taels 72)  
OLD MALWA.....per picul, \$575  
(Allowance, Taels 64)  
NEW PATNA, high touch (without choice) per chest.....\$570  
NEW PATNA, high touch (first choice) per chest.....\$572  
NEW PATNA, high touch (bottom) per chest.....\$575  
NEW PATNA, high touch (second choice) per chest.....\$567  
NEW PATNA, low touch (without choice) per chest.....\$565  
NEW PATNA, low touch (first choice) per chest.....\$567  
NEW PATNA, low touch (bottom) per chest.....\$570  
NEW PATNA, low touch (second choice) per chest.....\$562  
OLD PATNA, per chest.....\$592  
NEW BENARES, high touch (without choice) per chest.....\$558  
NEW BENARES, high touch (bottom) per chest.....\$562  
NEW PATNA (best quality) per picul, \$485 @ \$525  
OLD PATNA (best quality) per picul, \$375 @ \$400  
OLD PATNA (second quality) per picul, \$265 @ \$325

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.	HONGKONG.	AMOI.	SWATOW.	MANILA.
	Barometer.	Thermometer.	Thermometer.	Thermometer.
Barometer.	30.00	30.00	30.00	30.00
Thermometer.	77.5	77.0	76.0	61.0
Direction of Wind.	S	SE	SE	SE
Force.	3	4	3	1
Dry Thermometer.	76.0	75.0	74.0	60.0
Wet Thermometer.	71.0	70.0	69.0	55.0
Winds.	SE	SE	SE	SE
Hour's Rain.	0	0	0	0
Quantity fallen.	0	0	0	0

Barometer, level of the sea in inches, feet and tenths in the even in a shaded situation. Direction of Wind, registered every two points, N, N.E., E, etc., etc. Force of Wind, 0 calm, 1-3 light breeze, 4-5 moderate breeze, 6-7 fresh, 8-9 strong, 10-11 storm, 12-13 hurricane, 14-15 typhoon, 16-17 cyclone, 18-19 violent storm, 20-21 hurricane, 22-23 typhoon, 24-25 cyclone, 26-27 violent storm, 28-29 hurricane, 30-31 typhoon, 32-33 cyclone, 34-35 violent storm, 36-37 hurricane, 38-39 typhoon, 40-41 cyclone, 42-43 violent storm, 44-45 hurricane, 46-47 typhoon, 48-49 cyclone, 50-51 violent storm, 52-53 hurricane, 54-55 typhoon, 56-57 cyclone, 58-59 violent storm, 60-61 hurricane, 62-63 typhoon, 64-65 cyclone, 66-67 violent storm, 68-69 hurricane, 70-71 typhoon, 72-73 cyclone, 74-75 violent storm, 76-77 hurricane, 78-79 typhoon, 80-81 cyclone, 82-83 violent storm, 84-85 hurricane, 86-87 typhoon, 88-89 cyclone, 90-91 violent storm, 92-93 hurricane, 94-95 typhoon, 96-97 cyclone, 98-99 violent storm, 100-101 hurricane, 102-103 typhoon, 104-105 cyclone, 106-107 violent storm, 108-109 hurricane, 110-111 typhoon, 112-113 cyclone, 114-115 violent storm, 116-117 hurricane, 118-119 typhoon, 120-121 cyclone, 122-123 violent storm, 124-125 hurricane, 126-127 typhoon, 128-129 cyclone, 130-131 violent storm, 132-133 hurricane, 134-135 typhoon, 136-137 cyclone, 138-139 violent storm, 140-141 hurricane, 142-143 typhoon, 144-145 cyclone, 146-147 violent storm, 148-149 hurricane, 150-151 typhoon, 152-153 cyclone, 154-155 violent storm, 156-157 hurricane, 158-159 typhoon, 160-161 cyclone, 162-163 violent storm, 164-165 hurricane, 166-167 typhoon, 168-169 cyclone, 170-171 violent storm, 172-173 hurricane, 174-175 typhoon, 176-177 cyclone, 178-179 violent storm, 180-181 hurricane, 182-183 typhoon, 184-185 cyclone, 186-187 violent storm, 188-189 hurricane, 190-191 typhoon, 192-193 cyclone, 194-195 violent storm, 196-197 hurricane, 198-199 typhoon, 200-201 cyclone, 202-203 violent storm, 204-205 hurricane, 206-207 typhoon, 208-209 cyclone, 210-211 violent storm, 212-213 hurricane, 214-215 typhoon, 216-217 cyclone, 218-219 violent storm, 220-221 hurricane, 222-223 typhoon, 224-225 cyclone, 226-227 violent storm, 228-229 hurricane, 230-231 typhoon, 232-233 cyclone, 234-235 violent storm, 236-237 hurricane, 238-239 typhoon, 240-241 cyclone, 242-243 violent storm, 244-245 hurricane, 246-247 typhoon, 248-249 cyclone, 250-251 violent storm, 252-253 hurricane, 254-255 typhoon, 256-257 cyclone, 258-259 violent storm, 260-261 hurricane, 262-263 typhoon, 264-265 cyclone, 266-267 violent storm, 268-269 hurricane, 270-271 typhoon, 272-273 cyclone, 274-275 violent storm, 276-277 hurricane, 278-279 typhoon, 280-281 cyclone, 282-283 violent storm, 284-285 hurricane, 286-287 typhoon, 288-289 cyclone, 290-291 violent storm, 292-293 hurricane, 294-295 typhoon, 296-297 cyclone, 298-299 violent storm, 300-301 hurricane, 302-303 typhoon, 304-305 cyclone, 306-307 violent storm, 308-309 hurricane, 310-311 typhoon, 312-313 cyclone, 314-315 violent storm, 316-317 hurricane, 318-319 typhoon, 320-321 cyclone, 322-323 violent storm, 324-325 hurricane, 326-327 typhoon, 328-329 cyclone, 330-331 violent storm, 332-333 hurricane, 334-335 typhoon, 336-337 cyclone, 338-339 violent storm, 340-341 hurricane, 342-343 typhoon, 344-345 cyclone, 346-347 violent storm, 348-349 hurricane, 350-351 typhoon, 352-353 cyclone, 354-355 violent storm, 356-357 hurricane, 358-359 typhoon, 360-361 cyclone, 362-363 violent storm, 364-365 hurricane, 366-367 typhoon, 368-369 cyclone, 370-371 violent storm, 372-373 hurricane, 374-375 typhoon, 376-377 cyclone, 378-379 violent storm, 380-381 hurricane, 382-383 typhoon, 384-385 cyclone, 386-387 violent storm, 388-389 hurricane, 390-391 typhoon, 392-393 cyclone, 394-395 violent storm, 396-397 hurricane, 398-399 typhoon, 400-401 cyclone, 402-403 violent storm, 404-405 hurricane, 406-407 typhoon, 408-409 cyclone, 410-411 violent storm, 412-413 hurricane, 414-415 typhoon, 416-417 cyclone, 418-419 violent storm, 420-421 hurricane, 422-423 typhoon, 424-425 cyclone, 426-427 violent storm, 428-429 hurricane, 430-431 typhoon, 432-433 cyclone, 434-435 violent storm, 436-437 hurricane, 438-439 typhoon, 440-441 cyclone, 442-443 violent storm, 444-445 hurricane, 446-447 typhoon, 448-449 cyclone, 450-451 violent storm, 452-453 hurricane, 454-455 typhoon, 456-457 cyclone, 458-459 violent storm, 460-461 hurricane, 462-463 typhoon, 464-465 cyclone, 466-467 violent storm, 468-469 hurricane, 470-471 typhoon, 472-473 cyclone, 474-475 violent storm, 476-477 hurricane, 478-479 typhoon, 480-481 cyclone, 482-483 violent storm, 484-485 hurricane, 486-487 typhoon, 488-489 cyclone, 490-491 violent storm, 492-493 hurricane, 494-495 typhoon, 496-497 cyclone, 498-499 violent storm, 500-501 hurricane, 502-503 typhoon, 504-505 cyclone, 506-507 violent storm, 508-509 hurricane, 510-511 typhoon, 512-513 cyclone, 514-515 violent storm, 516-517 hurricane, 518-519 typhoon, 520-521 cyclone, 522-523 violent storm, 524-525 hurricane, 526-527 typhoon, 528-529 cyclone, 530-531 violent storm, 532-533 hurricane, 534-535 typhoon, 536-537 cyclone, 538-539 violent storm, 540-541 hurricane, 542-543 typhoon, 544-545 cyclone, 546-547 violent storm, 548-549 hurricane, 550-551 typhoon, 552-553 cyclone, 554-555 violent storm, 556-557 hurricane, 558-559 typhoon, 560-561 cyclone, 562-563 violent storm, 564-565 hurricane, 566-567 typhoon, 568-569 cyclone, 570-571 violent storm, 572-573 hurricane, 574-575 typhoon, 576-577 cyclone, 578-579 violent storm, 580-581 hurricane, 582-583 typhoon, 584-585 cyclone, 586-587 violent storm, 588-589 hurricane, 590-591 typhoon, 592-593 cyclone, 594-595 violent storm, 596-597 hurricane, 598-599 typhoon, 600-601 cyclone, 602-603 violent storm, 604-605 hurricane, 606-607 typhoon, 608-609 cyclone, 610-611 violent storm, 612-613 hurricane, 614-615 typhoon, 616-617 cyclone, 618-619 violent storm, 620-621 hurricane, 622-623 typhoon, 624-625 cyclone, 626-627 violent storm, 628-629 hurricane, 630-631 typhoon, 632-633 cyclone, 634-635 violent storm, 636-637 hurricane, 638-639 typhoon, 640-641 cyclone, 642-643 violent storm, 644-645 hurricane, 646-647 typhoon, 648-649 cyclone, 650-651 violent storm, 652-653 hurricane, 654-655 typhoon, 656-657 cyclone, 658-659 violent storm, 660-661 hurricane, 662-663 typhoon, 664-665 cyclone, 666-667 violent storm, 668-669 hurricane, 670-671 typhoon, 672-673 cyclone, 674-675 violent storm, 676-677 hurricane, 678-679 typhoon, 680-681 cyclone, 682-683 violent storm, 684-685 hurricane, 686-687 typhoon, 688-689 cyclone, 690-691 violent storm, 692-693 hurricane, 694-695 typhoon, 696-697 cyclone, 698-699 violent storm, 700-701 hurricane, 702-703 typhoon, 704-705 cyclone, 706-707 violent storm, 708-709 hurricane, 710-711 typhoon, 712-713 cyclone, 714-715 violent storm, 716-717 hurricane, 718-719 typhoon, 720-721 cyclone, 722-723 violent storm, 724-725 hurricane, 726-727 typhoon, 728-729 cyclone, 730-731 violent storm, 732-733 hurricane, 734-735 typhoon, 736-737 cyclone, 738-739 violent storm, 740-741 hurricane, 742-743 typhoon, 744-745 cyclone, 746-747 violent storm, 748-749 hurricane, 750-751 typhoon, 752-753 cyclone, 754-755 violent storm, 756-757 hurricane, 758-759 typhoon, 760-761 cyclone, 762-763 violent storm, 764-765 hurricane, 766-767 typhoon, 768-769 cyclone, 770-771 violent storm, 772-773 hurricane, 774-775 typhoon, 776-777 cyclone, 778-779 violent storm, 780-781 hurricane, 782-783 typhoon, 784-785 cyclone, 786-787 violent storm, 788-789 hurricane, 790-791 typhoon, 792-793 cyclone, 794-795 violent storm, 796-797 hurricane, 798-799 typhoon, 800-801 cyclone, 802-803 violent storm, 804-805 hurricane, 806-807 typhoon, 808-809 cyclone, 810-811 violent storm, 812-813 hurricane, 814-815 typhoon, 816-817 cyclone, 818-819 violent storm, 820-821 hurricane, 822-823 typhoon, 824-825 cyclone, 826-827 violent storm, 828-829 hurricane, 830-831 typhoon, 832-833 cyclone, 834-835 violent storm, 836-837 hurricane, 838-839 typhoon, 840-841 cyclone, 842-843 violent storm, 844-845 hurricane, 846-847 typhoon, 848-849 cyclone, 850-851 violent storm, 852-853 hurricane, 854-855 typhoon, 856-857 cyclone, 858-859 violent storm, 860-861 hurricane, 862-863 typhoon, 864-865 cyclone, 866-867 violent storm, 868-869 hurricane, 870-871 typhoon, 872-873 cyclone, 874-875 violent storm, 876-877 hurricane, 878-879 typhoon, 880-881 cyclone, 882-883 violent storm, 884-885 hurricane, 886-887 typhoon, 888-889 cyclone, 890-891 violent storm, 892-893 hurricane, 894-895 typhoon, 896-897 cyclone, 898-899 violent storm, 900-901 hurricane, 902-903 typhoon, 904-905 cyclone, 906-907 violent storm, 908-909 hurricane, 910-911 typhoon, 912-913 cyclone, 914-915 violent storm, 916-917 hurricane, 918-919 typhoon, 920-921 cyclone, 922-923 violent storm, 924-925 hurricane, 926-927 typhoon, 928-929 cyclone, 930-931 violent storm, 932-933 hurricane, 934-935 typhoon, 936-937 cyclone, 938-939 violent storm, 940-941 hurricane, 942-943 typhoon, 944-945 cyclone, 946-947 violent storm, 948-949 hurricane, 950-951 typhoon, 952-953 cyclone, 954-955 violent storm, 956-957 hurricane, 958-959 typhoon, 960-961 cyclone, 962-963 violent storm, 964-965 hurricane, 966-967 typhoon, 968-969 cyclone, 970-971 violent storm, 972-973 hurricane, 974-975 typhoon, 976-977 cyclone, 978-979 violent storm, 980-981 hurricane, 982-983 typhoon, 984-985 cyclone, 986-987 violent storm, 988-989 hurricane, 990-991 typhoon, 992-993 cyclone, 994-995 violent storm, 996-997 hurricane, 998-999 typhoon, 1000-1001 cyclone.

## Shipping.

## ARRIVALS.

KUMAMOTO MARU, Japanese steamer, 1,256, J. Drummond, 8th November, Nagasaki 3rd November, General—Mitsui Bishi M. S. S. Co.  
NEPAUL, British steamer, 1,987, H. Wyatt, 8th Nov., Bombay 20th October, and Singapore 3rd November, Mails and General—P. & O. S. S. Co.  
INGOON, British steamer, 457, Hamlin, 9th November—Manila 5th November, Cocos, Cigars, and General—Remedios & Co.  
CORTIC, British steamer, 2,788, Kidley, 9th Nov., San Francisco 11th October, and Yokohama 2nd November, Mails and General—O. & O. S. S. Co.  
YUNG-CHING, Chinese str., 761, R. Andrews, 9th November—Swatow 8th November, General—C. M. S. S. Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Weller, German steamer, for Hoihow.  
Maggie, British schooner, for London.

## DEPARTURES.

November 8, Piccola, Ger. str., for Singapore.  
November 9, Chen-to, Chinese gunboat, for Pakhoi.  
November 9, Dallerophon, British steamer, for Amoy, &c.

## PASSENGERS—ARRIVED.

Per Kumamoto Maru, str., from Nagasaki—Messrs. Wignall and Nielsen, 2 Europeans, 10 Japanese, and 7 Chinese.  
Per Coptic, str., from San Francisco—Hon. J. F. Swift, Mr. H. M. Rose, 1 European in steerage, and 1,050 Chinese.  
Messrs. F. Arnold, and J. and L. Jacquet, and 1 Chinese in steerage.  
Per Nepaul, str., from London—Sergeant Major and Mrs. White, Messrs. Daz and Matthews, for Hongkong, from Bombay—Mr. S. Dhunjeebhoy and native servant, and 4 Chinese.  
From Penang—Mr. H. Price, and 66 Chinese.  
From Singapore—Surgeon F. A. M. D., and 106 Chinese.  
From Shanghai—Mrs. Darling, child and nurse, Mrs. Rogers and 2 children, Commander G. W. Hill, R.N., and Mr. Harris's 3 sons, from London.  
From Penang—Mr. A. B. Stephens and native servant.  
From Singapore—Lieut. J. J. Penden and native servant.  
For Yokohama—Mr. and Mrs. Lowe and European female servant.  
From Bombay—Mr. Frenchick.  
Per Yung-ching, str., from Swatow—28 Chinese.

## REPORTS.

The British steamship Ingeborg reports left Manila on the 5th instant. Had fine N.E. monsoon throughout.  
The British steamship Coptic reports left San Francisco on the 11th ultimo, and Yokohama on the 2nd instant. Had fine weather throughout.  
The Chinese steamship Yung-ching reports left Swatow on the 8th instant. Had moderate N. Easterly winds and fine weather all the way.

## SHANGHAI SHIPPING.

October—  
24, Yoritomo Maru, Japan str., from Kiotou.  
24, Pehlo, French steamer, from Hongkong.  
24, Glenfruin, British steamer, from London.  
25, Fu-yew, Chinese steamer, from Hongkong.  
25, Fung-shun, Chinese steamer, from Tientsin.  
25, Shanghai, British steamer, from Hankow.  
25, Wuchang, British steamer, from Tientsin.  
25, Hedvig, British bark, from Nagasaki.  
26, Legaspi, Spanish transport, from Hongkong.  
26, Sual, British steamer, from Hankow.  
26, Taiwo, British steamer, from Hankow.  
26, Sin Nansing, British str., from Tientsin.  
26, Caudenberg, British str., from Nagasaki.  
27, Kaku, British steamer, from Foochow.  
27, Kiang-piao, Chinese str., from Ningpo.  
27, Chefoo, British steamer, from Swatow.  
27, Flying Fish, Brit. sloop, from Nagasaki.  
27, Kiang-yung, Chinese str., from Hankow.  
27, Wua-on, British steamer, from Hankow.  
28, Tun-sin, British steamer, from Ningpo.  
28, Chung-king, British steamer, from Tientsin.  
28, Hee-an, Chinese steamer, from Tientsin.  
28, Kwa-hsing, Chinese steamer, from a cruise.  
28, Ichang, British steamer, from Hankow.  
29, Ingo, German steamer, from Nagasaki.  
29, Kung-wo, British steamer, from Hankow.  
29, Ningpo, British steamer, from Hankow.  
29, Addie E. Sleeper, Amr. bkr. from Sydney.  
29, Hoihow, British steamer, from Amoy.  
29, Hee-shin, Chinese str., from Foochow.

## DEPARTURES.

23, Yung-ning, Chinese steamer, for Wenchow.  
24, Newchwang, British steamer, for Tientsin.  
24, Peking, British steamer, for Hankow.  
24, See-wo, British steamer, for Amoy.  
24, Pautah, Chinese steamer, for Chefoo.  
24, Hiroshima Maru, Japan str., for Japan.  
24, Cambodia, British steamer, for London.  
25, Pechili, British steamer, for Newchwang.  
25, Fuh-wo, British steamer, from Hankow.  
25, Ningpo, Chinese steamer, for Tientsin.  
25, Wenchow, British steamer, for Tientsin.  
25, Otto, German ship, for Hongkong.  
25, Sutle, British steamer, for Hongkong.  
25, S. Nordiske, Danish steamer, for a cruise.  
26, Yoritomo Maru, Japan str., for Kiotou.  
26, Kiang-yu, Chinese steamer, for Hankow.  
26, Foxhound, British gunboat, for Chinkiang.  
26, Anding, Chinese dredger, for Nanjing.  
27, Fung-shun, Chinese steamer, for Chefoo.  
27, Fu-yew, Chinese steamer, for Hongkong.  
27, Shanghai, British steamer, for Hankow.  
27, Wuchang, British steamer, for Chefoo.  
27, Kiang-piao, Chinese str., for Ningpo.  
28, Taiwo, British steamer, for Hankow.  
28, Sual, British steamer, for Hankow.  
28, Sin Nansing, British steamer, for Tientsin.  
28, Taku, British steamer, for Foochow.  
29, Tun-sin, British steamer, for Ningpo.  
29, Chefoo, British steamer, for Chefoo.

## Post Office.

## A MAIL WILL CLOSE.

For Hoihow and Haiphong.—Per Weller, to-day, the 9th instant, at 5 P.M.  
For Amoy and Manila.—Per Ingeborg, to-morrow, the 10th instant, at 2.30 P.M.  
For Shanghai.—Per Ningpo, to-morrow, the 10th instant, at 3.30 P.M.  
For Swatow.—Per Phra Chula Chom Kiao, to-morrow, the 10th instant, at 5 P.M.  
For Yokohama and Higo.—Per Canton, to-morrow, the 10th instant, at 5 P.M.  
For Hoihow and Haiphong.—Per Salter, to-morrow, the 10th instant, at 5 P.M.  
For Swatow, Amoy, and Tamsui.—Per Chiao, to-morrow, the 10th instant, at 5 P.M.  
For Swatow, Amoy, & Foochow.—Per Namias, to-morrow, the 10th instant, at 5 P.M.  
For Amoy and Tamsui.—Per Fokien, to-morrow, the 10th instant, at 5 P.M.  
For Straits and Calcutta.—Per Arratoon Apar and Moray, on Wednesday, the 14th instant, at 2.30 P.M.  
For Nagasaki, Higo, and Yokohama.—Per Zambar, on Friday, the 16th instant, at 11.30 A.M.  
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, Adelaide.—Per Suez, on Tuesday, the 14th December, at 3.30 P.M.

## SHIPPING IN HONGKONG.

## STAMPS.

AMATISTA, British steamer, 450, E. Thebaud, 8th November—Manila 5th Nov., Hemp and Cigars.—Russell & Co.  
ARRATON APAR, British steamer, 1,392, A. B. Macavish, 22nd October—Calcutta 7th October, Penang 13th, and Singapore 16th, Opium, Saltpetre, and Sandalwood—D. Sassoon, Sons & Co.—Kowloon Dock.  
BANGALORE, British steamer, 1,300, J. F. Hassell, 4th Nov.—Bombay 14th Oct., General—P. & O. S. S. Co.  
CANTON, British steamer, 1,095, J. C. Jacques, 1st November—Salmon 20th October, Rice and General—Kwong Yuen.  
CHINA, German steamer, 649, Schoer, 14th Oct.—Amoy 11th October, General—Yuen Fat Hong.  
DE BAY, British str., 1,087, Joseph J. Lee, 7th November—Nagasaki 2nd Nov., Coals.—Mitsui Bishi M. S. S. Co.  
DON JUAN, Spanish steamer, 634, Jose M. Marquez, 24th October—Manila 24th October, General—Brandao & Co.—Cosmopolitan Dock.  
ELECTRA, German steamer, 1,161, E. Kaler, 1st October—Salmon 20th October, Rice—Siemens & Co.—Cosmopolitan Dock.  
EMUV, Spanish steamer, 410, Rementeria, 30th June—Manila 27th June, General—Remedios & Co.—Kowloon Dock.  
FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.  
FOKIEN, British str., 508, H. C. Harris, 7th Nov.—Tamsui 5th Nov., and Amoy 6th, General—D. Laprak & Co.  
HAILONG, British steamer, 277, F. Ashton, 26th October—Tamsui 24th October, and Amoy 5th, General—D. Laprak & Co.—Kowloon Dock.  
HAINAN, British steamer, 281, J. Woome, 20th October—Haiphong 16th October, Pakhoi 17th, and Hoihow 19th, General—Afong & Co.  
LI YUNG, Annamite steamer, 150, Chun, 19th June—Tours 15th June, General—Chinese.  
MADRAS, British steamer, 1,080, James White Swan, 29th October—Honolulu 1st Oct., General—Thos. Howard & Co.—Kowloon Dock.  
MORAY, British steamer, 1,437, Duncan, 5th November—Salmon 21st October, Rice—Siemens & Co.—Kowloon Dock.  
NANAO, British steamer, 824, Geo. Westoby, 6th November—Foochow 2nd November, Amoy 4th, and Swatow 5th, General—D. Laprak & Co.  
NINGPO, British steamer, 761, Cass, 8th Nov.—Canton 7th November, General—Siemens & Co.  
OCEANIC, British steamer, 1,808, Davidson, 27th October—San Francisco 27th September, and Yokohama 31st October, Mails and General—O. & O. S. S. Co.  
PHRA CHULA CHOM KIAO, British steamer, 1,000, H. H. Lightwood, 4th Nov.—Bangkok 28th November, Rice and Wood—Russell & Co.  
ROMULUS, Spanish steamer, 511, L. Fremoya, 27th October—Manila 24th October, Ballast—Dunn, Melby & Co.—Kowloon Dock.  
SALTEE, French steamer, 333, V. Aranguren, 6th November—Haiphong 31st October, General—A. R. Marty.  
SEA GULL, American steamer, 48, Hayden, Nov. 24th—China Traders' Insurance Co.  
TANNADICE, British steamer, 1,408, S. G. Green, 7th November—Adelaide 3rd Oct., Sydney 14th, and Port Darwin 28th, General—Gibb, Livingston & Co.  
TONG, British steamer, 137, A. S. Rice, 11th October—Celebes 27th Sept., General—Ed. Scheinhaus & Co.—For Sale.  
VORTIGERN, British steamer, 908, J. Brown, 28th October—Calcutta, and Singapore 20th October, General—Ah Yon.  
WELLS, German steamer, 393, E. F. Piper, 5th November—Hoihow 1st November, General—Wieler & Co.

## SAILING VESSELS.

ASTERIA, British brig, 211, Samuel Cox, 26th September—Normanton (North Queensland) 18th Sept., Ballast—Captain.  
BOTHWELL CASTLE, British bark, 592, James Romney, 26th October—Newchwang 12th October, Beams—Chung Cheong Hong.  
COMET, German ship, 1,083, Siegner, 2nd Nov.—Cardiff 23rd June, Coals—Captain.  
DIAMOND, British bark, 391, Ness, 31st October—Kuchinotzu 21st October, Coal—Butterfield & Swire.  
ELSE, German brig, 287, Brinkmeier, 7th Nov.—Collo 26th October, General—Wieler & Co.  
ERNST, German 3-m. schooner, E. Hildebrand, 20th October—Newchwang 17th October, Beams—Wieler & Co.  
GUSTAV & OSCAR, German ship, 1,352, G. Seemann, 6th October—Cardiff 1st June, Coals—Russell & Co.  
HAYDN BROWN, American bark, 822







## Intimations.

A. S. WATSON &amp; CO.

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CHEMISTS,  
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THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## BIRTH.

On the 30th Sept., at Clapham, the wife of ERNEST RENNELL, late of Canton, of a daughter.

## The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 9, 1883.

We are informed that a considerable amount of discussion is going on in Chinese circles on the subject of the proposed reorganisation of the Legislative Council. As incidentally remarked in our editorial of yesterday, it will be noticed Lord DERRY says in his despatch to Governor BOWEN that at least one seat in the reformed Council must be given to Chinese, which may be reasonably presumed to mean that the manifest unfairness of allowing but one representative to the 150,000 Chinese in the colony has attracted the attention of Her Majesty's Secretary for the Colonies. It would not, in fact, be stretching the meaning of Lord DERRY's words to any extraordinary extent to assume that they are possibly intended as a gentle reproof of Governor BOWEN's scheme, which proposes to continue the representation of Chinese interests in the Legislative Council, on the exact basis introduced by Sir JOHN POKER HENNESSY. It cannot be too clearly understood that the introduction of the Chinese element in our local legislature was solely owing to our greatly maligned late Governor, and that Sir GEORGE BOWEN's fulsome half-promises to the Chinese, and his sophistical reasonings on the proper protection of native interests have, so far, resulted in nothing. So much for the boasted friendliness and consideration for the Chinese which marked the first public utterances of His Excellency after his advent in the colony.

It will be admitted on all sides that the proposed reform in our local parliament has afforded us a capital opportunity of accurately estimating what Governor BOWEN's promises and sympathy so far as the Chinese are concerned really amount to. It would seem that it matters not to His Excellency that the Chinese population of Hongkong has increased some 20,000 since they were first granted one representative in the Council; no allowance appears to have been made for the evident facts that their local interests have multiplied and their general experience become greatly extended. We should really like to be able to admire our present amiable and excellent ruler; but we cannot shut our eyes to the partial and short-sighted policy he is pursuing, and our duty to the public compels us to criticise and to speak plainly and fearlessly.

Another opportunity will be afforded His Excellency to prove the sincerity of his promises, in the election of the Chinese representative. It may be considered as

practically decided that the Chamber of Commerce and the Justices of the Peace—two separate institutions, but still practically the same, as the members of one society are also members of the other—will have the privilege of each nominating a member, and we shall be curious to see if Sir GEORGE BOWEN, or any of his time-serving satellites, will attempt to dictate to the Chinese community as to whom they are to elect, or will deliberately break faith, and arbitrarily, and for personal or political reasons, give the Chinese no voice in the matter, but make the selection without consulting the wishes of those whose interests are to be upheld. Fortunately the time has gone by when wrongs committed by red-tape officialdom in this colony fail to command attention in political circles and amongst the general public at home. We watch, therefore, with great interest the development of the scheme Governor BOWEN has inaugurated, and shall indeed be glad to find that it does not become wrecked on the quicksands of prejudice and injustice.

## LOCAL AND GENERAL.

We read in a San Francisco paper that the ship *Titan*, at Portland, Oregon, is loading Chinese and flour for Hongkong. She will carry 450 of the former and 600 tons of the latter.

It was on the piazza of the Grand Union, Saratoga: "How beautifully that woman sings," said one lady to another, who was in gorgeous attire and "blazing with diamonds." "Is she a mezzo-soprano?" "No, I guess not. I think she is a Swede," replied the other.

A CHINAMAN recently attempted to smuggle ashore from the steamer *Zealandia*, in San Francisco, three pounds of opium. Being arrested, he gave the name of Josh Billings. After this who shall say that the ways of the wily Celestial are not curious!

A COOK named Hung Kwong, with two previous convictions against him, one for larceny, and the other for being found in a dwelling house at night with intent to commit a felony, was sentenced to two years' hard labor this morning both Magistrates sitting, for snatching a pair of earrings from the auricular organs of a Chinese widow, in Queen's Road Central, at twelve o'clock yesterday morning.

A COMPLETE description and catalogue of the fauna of Macao has been, the *Japan Mail* understands, recently compiled by Mr. F. W. Eastlake, in accordance with the request of the ex-Governor of Macao, Senhor J. J. da Graça. This *Fauna Macaensis* comprises lists of the mammals, birds, reptiles, molluscs, &c., which have been collected within a radius of ten miles about Macao during the last fifteen or twenty years. Special attention has been given to the results of the researches of naturalists who have recently visited South China. The work is the first of the kind ever compiled; for, although passing scientific expeditions have devoted occasional chapters to the description of various branches of the Macao fauna, no catalogues or lists have heretofore been published. Mr. Eastlake's work is dedicated to His Majesty Dom Luiz, I., and will certainly be of especial interest to the Government of Portugal, and probably to naturalists generally.

THE *St. James's Gazette* says:—The foreign trade of India over the land frontiers of the Empire during the past year shows an increase in the imports and a decrease in the exports. The value of the imports was £53,341,136 nominal, an increase of £525,705. The value of the exports was £4,653,111 nominal, a decrease of £489,669. Imports and exports added together, therefore, in value were about 10,000,000 nominal, a very small trade for an Empire of over 250,000,000 of people. It is to be recollected, however, that the communities beyond the land frontiers of India are generally barbarous and poor, while the frontiers themselves for the most part consist of impassable mountains. Were the communications improved, there could, doubtless, be a considerable trade developed between India and China. But the communications are exceedingly difficult, and both Independent Burma and China throw all possible obstacles in the way of an increase of trade. In Tibet, again, trade is prohibited and with the remaining countries there is little scope for developing commerce.

THE *Whithall Review* says:—One of the service papers has been indulging in a little mild chaff at the expense of the "British subject" abroad, who, argues the paper, seems to be under the impression that he has a just right to call upon the British fleet and flag to protect him on all and every occasion. The newspaper in question has been thus inspired owing to the dissatisfaction expressed by Englishmen in China at the absence of the admiral and British fleet in Japanese and Russian waters, at a time when political trouble was brewing in China. The events in Canton have fully justified the remonstrance of the British residents. They have the experience, which people at home have not, of how quickly a revolt in China is started and spread, and how necessary it is to have a naval force at the various Treaty Ports. The military force in the English colonies of Hongkong, Singapore, and Penang cannot be sent on to Chinese territory. Our fleet in the Far East is not so large that it can protect the ports, make a voyage of "observation," and attend to surveying duties. It will be remembered that three men-of-war from the China Squadron were sent to the Straits of Sunda for surveying operations after the Java earthquake. Those who know anything about the matter are aware that the absence of the British admiral and a portion of his fleet involved, at so critical a moment, a great risk.

On visiting Chicago, Lord Chief Justice Coleridge was lost in admiration of the lake scenery, but didn't care to witness the operations at the great slaughter-houses very long, and positively declined to inspect the process of sausage-making, saying quietly: "I eat sausage, myself, sometimes."

A COMMISSION which was sent to San Francisco and the Hawaiian Islands to discover the truth or otherwise of the allegation that sugar is imported into those islands from China and then shipped as Hawaiian under the Free Trade Treaty, have made their report, declaring that the whole amount of sugar imported into San Francisco from the Hawaiian Islands is their own growth.

R. D. TUTTS of Portland, Oregon, like Diogenes, lives in a tub, only on a grander scale than did the old philosopher. It is oblong, being ten feet long, six wide and four feet deep. This habitation has a tin-covered roof, and the space between the top of the staves and the ceiling serves the double purpose of ventilation and light. A carpet is on the floor, pictures on the walls, two chairs and a bed, swinging hammock fashion, occupy prominent positions. No woman is allowed around that tub. Tutts is a bachelor and takes his meals out.

We read that President Arthur, in carrying out an Act passed by Congress, has invited the various countries to send representatives to an International Conference at Washington, the date of which is unfixed, to establish a common prime meridian. The Governments of Austria, Norway, and Sweden have declined, but the two latter approve of the object. Spain is favourable, but has deferred its reply. Belgium is uncertain, but Denmark and Portugal have accepted the invitation conditionally. Switzerland, Venezuela, Mexico, Turkey, Greece, China, Japan, Hawaii, Hayti, Liberia, Holland, Canada, Guatemala, Roumania, Nicaragua, and Honduras have accepted. Replies are expected from Italy, Great Britain, Russia, France, Chili, Brazil, and Germany.

DETAILS of a shocking domestic tragedy have been received from Vienna. The victims were a Frau Obrist, the wife of a gilder, and her two sons and two daughters, whose ages ranged from ten to eighteen. On the room they occupied being entered, all five were discovered to be dead from the effects of poison. The cause of this painful event is that the furniture of the family was to have been distrained upon. The husband, who was formerly a comparatively wealthy man, but who has gradually fallen into poverty, arrived home, but failed to make any one hear his repeated knocking. Thinking his family asleep, and fearing to disturb them, he left and passed the night at a hotel. In the morning he returned, and again failing to obtain admittance, he caused the door to be burst open, when the corpses of his wife and four children met his gaze. The shock upon the unfortunate man was great, as the most tender relations had existed between the family. He had, it appears, no suspicion of the sad event, into which his wife was driven by the fear of approaching starvation. The mother, it is thought, first took poison, the children following her example.

SAYS the San Francisco *Morning Call*:—The American colony in Paris is said to be in entire sympathy with Spain on the questions which have arisen between the two countries from the reception of a portion of the Parisian populace gave to King Alfonso. It is to be hoped that the American colony in Paris will not presume to speak for the American people. Persons who live for a long time abroad, whether through business or pleasure, are not generally good authorities on the state of public feeling at home. In Paris the American residents were much flattered by the recognition extended to them by Alfonso when he was in exile, and now express personal sympathy with him, without much regard for the national sentiment which inspired the Parisian populace in their treatment of him. It would probably have been better if the Parisian populace had maintained a dignified silence when the little King of Spain called at their city on his return from a visit to the big Emperor of Germany, but dignity should not always be expected of the people of any city. Usually, when there is any fighting to do or any other sacrifice to make, the impulsive, undisciplined populace are as likely to be found at the front as the dignified individuals who criticise their manner of expression.

OUR excellent friend Mr. Charles Seymour, United States Consul at Canton, has been receiving in the United States in connection with the late riots in the City of Rome, a vast amount of unsought-for notoriety. Mr. Seymour will, no doubt, be greatly surprised to learn that a telegram was sent to New York authoritatively announcing that the U.S. Consul in Canton had been assassinated in the course of the riotous proceedings on Shamien. The Department of State, on receiving this intelligence, immediately wired to Shanghai to Consul-General Denny who, on October 8th, replied to the Acting Secretary that quiet prevailed in Canton, and that there was no truth in the reported assassination of Consul Seymour, who was alive and well. A despatch received in Washington on the 8th ultimo, says that the rumor which was sent as a fact to New York, that Consul Seymour of Canton had been assassinated, was put in currency the previous night in a reading-room in an obscure town in the north of England, but that it had no foundation in fact. The Canton riots were bad enough, but fortunately resulted in no bloodshed so far as foreigners were concerned. Mr. Seymour, however, did not escape scathless, but has since largely contributed by the liberal and judicious measures he has advocated, to arrange the serious difficulties so suddenly and unexpectedly created between the Cantonese and the foreign residents of the city. The United States consular service could ill afford to lose an officer so thoroughly capable of representing his country's best interests with the Chinese authorities as Mr. Charles Seymour has under somewhat trying circumstances lately proved himself to be.

THE Royal Standard has been waving above Government House throughout the day, and also in several other places in the colony, in honor of the anniversary of the Prince of Wales' birthday. His Royal Highness was born on November 9th, 1841, so he now enters on his 43rd year.

The following programme will be played by the regimental drums and fifes of "The Buffs" conducted by Drum-Major Gleeson, at the Murray Barracks (outside the officers' mess-room), this evening, commencing at 8 o'clock:—

March "Invincible" Metra,  
Overture "Royal Irish" Royal Irish,  
Polka "Maid of Athens" Maid of Athens,  
Gigue "Bohemian" Bohemian,  
Mazurka "Maid of Athens" Maid of Athens,  
Polka "Bohemian" Bohemian,  
Waltz "Zaid" Zaid,  
Gigue "Papito" Papito.

AN Inquest has been ordered for this afternoon on the body of the Chinese hawk who died suddenly early yesterday morning, at No. 312, Queen's Road West. The medical report from the Civil Hospital ascribes his death to disease of the lungs, but it appears the brother of the deceased, who states the latter was quite well on going to bed the previous night at 12 o'clock, is not satisfied, and so the Coroner has ordered an inquest to be held. We understand also that some of the people living in the house are accused by the brother of making away with a portion of the deceased's property.

"TOM OCHILTREE went aboard with the best credentials ever carried by any person from this country," says an ex-Confederate officer, reported in the *Washington Star*. "He claimed to have an autograph letter from President Arthur, addressed to the United States Ministers and Consuls, asking their best offices for Tom, and telling them that any attentions bestowed upon the red-headed ranger of the prairies (though the President called him 'the Honorable') would be regarded in the light of a special favor to him, the President. That letter was written by the President himself, every word of it. Tom wouldn't put up with any document written by a secretary."

A HOUSE-BOAT, China rig, of a description rather novel to Hongkong, though common enough at Shanghai, has lately come under our observation in the harbour. She is 33½ feet long and has 7½ feet of beam, her foremast being 30 feet long, and the aft-mast 17 feet. She has a house on deck capable of comfortably seating 16 persons at dinner, and is specially adapted for shooting parties, being capable of furnishing sleeping accommodation for eight people. Her flag is a five-pointed star, and her name, we believe, is the *Harriet*. She was built to the order of a trio of Hongkong residents by an enterprising native boat builder at Kowloon, and cost, we hear, somewhere about \$300. She is a neat craft, and, we understand, a fine sailer. We have no doubt that ere long several similar boats will be seen in the harbour.

THE case of fatal stabbing of a coppersmith in Queen's Road West, by a cook named To Ato, came on again before Captain Thomsett this morning. Dr. Marques, and Li Chok Chi, doctor at the Tung Wah Hospital, being present. Dr. Marques deposed to the nature of the wound, which, he said, was on the right side of the chest, and penetrated the lung two inches, the cut on the skin being about half an inch long. The wound was a punctured one, made by a sharp instrument, and the second rib was indented by the weapon. He found a large quantity of blood in the right cavity of the chest. Death resulted from hemorrhage caused by the wound. Li Chok Chi, the Chinese doctor, said the deceased was brought to the Tung Wah hospital at 10 a.m. on the 6th instant. He put some stuff on the wound and gave him medicine. The deceased died at 4 p.m. the same day, and did not make any statement while in hospital. He (the doctor) knew that he would die. The interpreter at No. 7 Police Station deposed that when brought to the Station, the prisoner stated that the deceased came into the cook room and said he would take him (the prisoner) to Yau-mai-lai and kill him, that they went into the street and had a fight, and that as the deceased was too strong for him, he (prisoner) took a piece of brass and stabbed him in the chest. Prisoner, who reserved his defence, was committed for trial at the Supreme Court on the charge of causing the death of the deceased. We suppose the charge will resolve itself into one of manslaughter. The prisoner left the dock with a rather sad, subdued expression.

THE American ship *Elwell*, Captain Barstow, fifty-six days from Hongkong, arrived in San Francisco on the 7th ult. in ballast. According to her memoranda she had a light southwest monsoon to Formosa Channel, when the wind came from the northeast, continuing through the China Sea. On the 23rd of August a heavy gale was encountered from the northeast, with heavy cross seas and a thick leaden colored sky. A steady falling barometer was the cause of every sail being furled with extra gaskets. The gale continued with increased fury, and on the following day turned into a typhoon. The ship was on the starboard tack, with heavy squalls blowing fearfully for a few minutes, which would be succeeded by a lull of like duration, while the thick weather and heavy rain continued. During the squalls the wind gradually hauled from the westward, and by midnight had made the circuit of the compass. The barometer, by this time was 29½ and still falling. All at once the sky changed to a yellowish color, lighting up the whole heavens, and the typhoon struck the vessel with great fury, and for twelve hours it lasted. The ship was broadside on, and the wind finally blew the sea down comparatively smooth, the spray flying over her as high as the topsails. The barometer, from 29½, began to rise, with short lulls. Heavy squalls, lasting from ten to fifteen minutes, followed, gradually becoming less both in frequency and force. Luckily the only loss was the foretopmast stay, but the peril for a while was great.

THE Indo-China S.N. Co.'s steamer *Pagan*, with the remainder of the Hongkong subscription griffins on board, left Shanghai at noon on Tuesday. Although expected here this afternoon, the *Pagan* had not made an appearance when we went to press.

We are informed that on or about the 15th of the present Chinese moon there will be a *celebration* of a large portion of the Imperial Chinese fleet at this port and Canton. No information has reached us as to the object of the demonstration, but we trust that Admiral Meyer will feel no uneasiness at this threatened display of China's naval power. Should the gallant chief of France's maritime power in the Far East feel in the least degree scared, we may remind him that the fast and powerful war-ship *Fame* is always open to an engagement and may be secured on favorable terms by applying to the Secretary of the Dock Company or to the Captain on board.

MR. R. N. FOWLER, Conservative Member of Parliament for the City of London, must have had a gay time of it this afternoon. Mr. Fowler is the new Lord Mayor of London, and at the present moment may safely be set down as the most unpopular man in the metropolis. At the meeting of the liverymen of the City held on September 29th, two of the aldermen were submitted to the decision of the Lord Mayor and Court of Aldermen for the office of chief magistrate for the ensuing year. The two selected by the liverymen were Mr. Alderman Hadley and Mr. Sheriff Fowler, and a show of hands to decide between the two was almost unanimously in favor of the first named. The Lord Mayor and Court of Aldermen, however, went against the decision of the citizens and elected Mr. Fowler. This decision was received with hisses, and the liverymen refused to hear the Lord Mayor Elect. In the journey this afternoon from Guildhall to Westminster, Lord Mayor Fowler has practically witnessed how heartily a London mob can howl and hoot, and it is not impossible that he may have experienced how cleverly they can slay brickbats and other missiles of a like harmless nature. We saw Lord Mayor Allen run the gauntlet of unpopularity some dozen years ago, so can easily conjure up the nice treat arranged for Mr. Fowler.

We read that the old American line-of-battle ship *Ohio*, now lying in the Charleston Naval Yard, has been sold and is to be broken up. In her day she was considered one of the finest frigates that sailed the seas. The *Ohio* is one of the few line-of-battle ships built by the United States government, and of the same class as the *New Hampshire*, now being used as a storehouse at Port Royal, S.C., the *Vermont* at the Brooklyn Navy yard and the *New Orleans*, that has been decaying on the stocks at Sackett's Harbor for nearly half a century. The *Pennsylvania* and *New York* have been previously broken up. The tonnage of the *Ohio* is 2,700, and the other ships of the line do not differ much in size. She was for many years used as a receiving ship at the Charleston Naval Yard. She was built by the well-known naval architect, Henry Eckford, at New York, and when she left the ways he felt certain from her model that she would prove the fastest thing afloat. She made one cruise to Europe, but was so dull in working and sailing that it nearly broke Eckford's heart. Upon her return to this country she was docked and, much to the surprise of every one, it was discovered that a portion of her launching cradle was still fast to her bottom and the mystery of her dull sailing was accounted for. After this she proved the fastest ship of the line in the navy. The *Ohio* was sent out to the Pacific, and will be remembered by many old Californians as the flagship on that station in early days.

A GENERAL meeting of the members of the Victoria Recreation Club was held in the Gymnasium yesterday evening in connection with the forthcoming regatta. Mr. Tripp read a letter from Mr. W. Hynes stating that owing to his approaching departure from the colony, it was necessary for him to send in his resignation as a member of the committee. He expressed regret at parting with the Club, with which he had been associated for many years. On the suggestion of Mr. Tripp, it was decided that the secretary should write a reply to Mr. Hynes' letter, regretting the severance of that gentleman from the club. Mr. T. R. Fisher was elected to fill Mr. Hynes' place on the committee. Mr. Tripp read a letter from Mr. Kerfoot Hughes offering a cup to be called the *Welsh Cup*, for competition at the forthcoming regatta. It was finally decided that the *Welsh Cup* be rowed for by "four" crews to be made up without any of the restrictions attaching to the other contests. The entries for the American and German cups numbered 24, and it was decided that the same strokes as were selected for the Members' and Chairman's Cups should be again appointed. For the American cup, Mr. A. K. Travers was substituted for Lieut. Lloyd, who is unfortunately unable to continue training. The result of the drawing is appended.

THE boats for the International Race will follow:—English—*Lock*; German—*Kornblume*; Scotch—*open*. With regard to the German Cup, it was decided that the crews should be selected by the non-rowing members of the committee. Messrs. Tripp and Leigh, Mr. Tripp said there had been some difference of opinion with regard to the International Race, some thinking the provision that only one stroke of any of the other races should row in a boat did not refer to strokes in the International Race. Strokes in any race were referred to, and the minute taken at the last meeting showed that there was no limitation. A vote in the International Race was as much a stroke as a stroke in any other four-oared event. This brought the meeting to a close.

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It is announced from Paris that on the expiration of Admiral Meyer's command of the French naval division in the Chinese waters, in order to afford that protection to Americans at the Treaty Ports which, in the case of further hostile demonstration, they might have to seek from other nations.

It is being generally urged on the American Government that it should make a display of naval force in the Chinese waters, in order to afford that protection to Americans at the Treaty Ports which, in the case of further hostile demonstration, they might have to seek from other nations.

CRIMINAL law in Japan would appear to be exceedingly elastic in its operations; if the following story, translated from the *Daily Nippon*, may be relied on. Mino Shigeru, of Honjokami-mura, Yoshigori, Tamba, was sentenced to death at the Kioto Juzai Saibansho for the murder of his wife. He appealed to the Daiishin-in, and a new trial was ordered. This took place at the Osaka Juzai Saibansho, and the man was acquitted. Then the Public Prosecutor appealed, and on the 23rd October the Daiishin-in sentenced Shigeru to ten years' imprisonment with hard labour.

## NEWS BY THE AMERICAN MAIL.

We take the following telegrams from our San Francisco exchanges received by the O. S. S. Co. steamer *Coptic*, Capt. W. H. Kidley, which arrived in port early this morning:—

DUBLIN, October 5th. The meeting of the Nationalists which was announced to be held at Innes' next Sunday and at which Kenny, member of Parliament; Ennis, Williams, member of Parliament for Malloy, editor of *United Ireland*, and 'Biggar', member of Parliament for Cavan, were to speak, has been prohibited by the authorities.

The Farnell fund committee has received a draft of £1,688 from Dennis O'Connor of Chicago. The fund will close at the end of November, and it is expected that with the donations from Australia it will reach a total of £40,000.

MADRID, October 6th. The excitement over the recent demonstration in Paris against the King is abating. The guard at the French embassy is withdrawn, and the press is less bitter. The latent feeling of ancient hostility to France is however reviving. Editors of certain literary journals have written to the editors of the French military papers, pointing out that the French army ran before the Uhlan!

The Alfonso affair has a disquieting effect during the week upon the Bourse, but there was a better tone to the financial market on Friday owing to the retirement of General Thebaudin from the French Cabinet.

The monarchist and moderate Republican journals express satisfaction at the resignation of General Thebaudin. They considered that the relations of France with foreign countries had been imperilled while he remained Minister of War. The *Vollare* denies that the resignation of Thebaudin was the result of a demand by Spain. Radical journals violently attack the ministry, and say they expect Thebaudin will soon return to the Cabinet. He is reported that Thebaudin will run for the Chamber of Deputies as a candidate for the Extension Law.

ROME, Oct. 6th. The *Ministerio del Reale*, which is understood to reduce the Pope's views, represents the aggressive attitude of Orangemen in Ireland toward the National League, and fears the former in usurping the functions of government in upholding the law, may achieve the opposite result.

BRISTOL, October 6th. Colonel King, Member of Parliament for County Dublin, and Lord Arthur Hill, Member of Parliament for County Down, laid the foundation stone of a new Orange hall in this city today. The sum of £10,000 was subscribed to witness the ceremonies was the largest that has congregated for twenty years. During the proceedings the stand collapsed, and several persons were seriously injured.

After a torchlight procession, to-night, in honor of Sir Stafford Northcote, the Orangemen smashed the windows of a convent and two newspaper offices.

PARIS, October 6th. Advice from Hanoi to the 28th say the Black Flags are decimated in numbers by sickness and recent fighting, and continue to retreat. The band which has been operating between Hanoi and Sontay and around Nanning, has dispersed.

The newspapers of Paris say that the French Cabinet, knowing now the feeling of the Chinese government in relation to the Tonkin matter, does not expect success from further policy. The Chinese hope for better conditions from allowing the question to drag, and rely on changes in the French Ministry.

GENEVA, October 8th. Two Swiss officers who were sent to Savoy to ascertain whether the reports were true that the French were preparing to force their way into the valley of the Rhodan, have been committed in the neutralized part of that territory. The government of Switzerland will, therefore, make an energetic protest against this breach of treaty engagements.

CHICAGO, October 9th. The great event of the day at the Chicago Driving Park was the beating of all previous records and racing records by the young pair (Johnston and Driver) by Peter A. Johnston. The horses won a winning up in 2:24 and on a second trial, without a break or a slip in the race, they won the fastest time in the history of the event.

The first accomplished by the pair, Johnston in capturing all records by covering his mile in 2:10, evoked the wildest enthusiasm among spectators at the track, and particularly among the horsemen present who held their watches on him. The animal made the first quarter in 31½ without a slip and passed the half-mile post in 1:03½. The three-quarter mile was reached in 1:40, and his drive home, as though knowing how close he was upon the record, he made the mile in 2:10, and the race was over. The time made was a new record, and the race was a triumph for the pair. The race was a triumph for the pair.

PARIS, October 8th. It is reported that the Chinese government has decided to engage a French fleet to protect its interests in the Chinese waters, in order to afford that protection to Americans at the Treaty Ports which, in the case of further hostile demonstration, they might have to seek from other nations.



